



Miami-Dade County Board of County Commissioners

Office of the Commission Auditor

Legislative Analysis

Regional Transportation Committee

Thursday, April 14, 2005
9:30 AM
Commission Chamber

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Commission Auditor

111 NW First Street, Suite 250
Miami, Florida 33128
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LEGISLATIVE ANALYSIS

*RESOLUTION AUTHORIZING EXECUTION OF AN INTERLOCAL AGREEMENT
WITH THE SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY (SFRTA)
AND MIAMI-DADE COUNTY FOR FINANCING OF THE COMMUTER RAIL
PROJECT AND AUTHORIZING THE COUNTY MANAGER TO RECEIVE AND
EXPEND FUNDS AS SPECIFIED IN THE INTERLOCAL AGREEMENT*

Dr. Barbara Carey-Shuler

I. SUMMARY

This resolution authorizes an Interlocal Agreement between Miami-Dade County and the South Florida Regional Transportation Authority (SFRTA).

This agreement provides for an increase, of \$226,333, in the total amount allocated to the SFRTA for FY 2005.

The new total amount provided by the County to the SFRTA would be \$4,876,333.

II. PRESENT SITUATION

In 2003, the Florida Legislature created the South Florida Regional Transportation Authority (SFRTA).

The SFRTA, assumed all responsibilities formerly held by the Tri-County Commuter Rail Authority (TCRA), which operates Tri-Rail.

Further, this legislation outlined certain funding requirements of the three (3) counties represented by the SFRTA (Miami-Dade, Broward, and Palm Beach).

These funding amounts were broken into two parts:

- Capital Funding - \$2.67 million per county.
- Operating Subsidy – “no less than” \$1,565,000 per county.

The minimum amount of funding required by State Statute is \$4,235,000 per year.

For FY 2004 Miami-Dade County provided \$4,650,000 to the SFRTA.

III. POLICY CHANGE AND IMPLICATION

This Interlocal Agreement increases the amount of financial support given by Miami-Dade County to the SFRTA to an amount beyond the total required by State Statute.

(SEE ECONOMIC IMPACT)

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IV. ECONOMIC IMPACT

This Interlocal Agreement would increase the amount of support for the SFRTA from \$4,650,000 in FY 2004 to \$4,876,333 for FY 2005.

The County would exceed the amount required by State Statute by \$641,333.

V. COMMENTS AND QUESTIONS

Although the current State Statutes require the **minimum** amounts for each County to provide the SFRTA for Capital Projects and Operations, it would be reasonable to assume that the more money the SFRTA receives in Capital Funds, the higher the cost will be to operate an expanded system.

It is also reasonable to assume that the total cost to Miami-Dade County will never be less than \$4,876,333 million annually. In fact, although the Capital Cost per county is fixed at \$2.67 million, **Miami-Dade County can expect that the Operating portion transferred to the SFRTA under this agreement will increase annually in conjunction with the expansion of Tri-Rail.**

The SFRTA is also in the process of constructing a second rail (Double Tracking) line along the current corridor that would allow the Tri-Rail Train to run more frequently. This would also mean an increase in the operating costs, which Miami-Dade County is responsible for.

Further, the cost to operate a second line would virtually double the operating costs over the next five years. Thus, Miami-Dade County would be responsible for 1/3 of the cost of the local match to purchase the FEC land as well as 1/3 of the increased operating costs. This would be on top of funds detailed in this item.

The SFRTA is currently in negotiations to try and purchase an 85 mile stretch of the Florida East Coast (FEC) Railroad tracks running from Palm Beach to Downtown Miami through coastal municipalities. The estimated price for the purchase of the land alone is approximately \$1 Billion.

The SFRTA is seeking to expand the current line North to Jupiter and Northwest to the Scripps research park. (SEE ATTACHMENTS)

*****How does an agency which currently operates at an approximately \$20 million annual deficit, pay for an estimated \$2 billion worth of expansions?**

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The following is Tri-Rail ridership information for Calendar Year 2002:

County	Boardings	Ridership Percentage
Miami-Dade	702,936	26.8%
Broward	895,121	34.1%
Palm Beach	1,023,973	39.1%
Total Boardings	2,622,030	100.0%

Miami-Dade County – 5 Stations

Broward County – 7 Stations

West Palm Beach – 6 Stations

The Miami Herald

TRI-RAIL IN NEGOTIATIONS TO ADD DOWNTOWN ROUTE

October 29, 2002

Tri-Rail officials are negotiating to buy the Florida East Coast Railroad tracks in eastern Broward County, South Florida leaders were told Monday.

If a deal is reached, it would enable Tri-Rail to offer service on a route that runs through downtowns in Broward and Miami-Dade counties.

The new route would branch off of Tri-Rail's existing line, which runs parallel to Interstate 95. The branch would begin in Pompano Beach and run through downtown Fort Lauderdale, Hollywood and Miami. Leaders of these cities have wanted this service for years. Tri-Rail's board of directors agreed to enter into the negotiations on Friday, and its executive director, Joseph Giulietti, shared the news with a meeting of commissioners from the three member counties on Monday.

"I sincerely hope that the trains will be going where the people want to go," said Broward Commissioner Diana Wasserman-Rubin, who chaired the meeting.

Tri-Rail had previously agreed in principle that the eastern branch would be a good idea, but the decision to enter formal talks with FEC moves the commuter rail line a step closer to putting the principle into practice. Giulietti said this development is possible because FEC is now willing to sell, and it had not been in years past.

But the project will not happen overnight, in part because of the expense. Giulietti said he has heard that FEC wants around \$500 million for its land. He said it's hard to say whether that's a fair price without knowing more about the terms of the deal. Construction costs have been estimated at an additional \$400 million.

Giulietti said Tri-Rail hopes to get federal and state money to pay for the project.

He added that he couldn't predict how long it would be before South Floridians could ride the new route. A previous Tri-Rail estimate was the year 2016, but Giulietti said the date depends on details such as how many new railroad bridges will be needed. He thinks some elements could be available relatively soon after negotiations are completed, such as a shuttle from the Fort Lauderdale-Hollywood International Airport to Port Everglades.

State and local leaders considered the FEC line when they created Tri-Rail in the 1980s but chose the I-95 route instead. The renewed interest in the FEC tracks comes when mass transit is high on the political agenda in South Florida.

Engineers here say they can't build roads wide enough to accommodate all the people who want to use them. Broward, Miami-Dade and Palm Beach counties recently agreed to form a regional transit authority. Miami-Dade voters are about to consider a referendum on a new tax to improve mass transit. Tri-Rail is about to start the final phase of double-tracking its existing lines, a \$456 million project that eventually will allow trains to run every 20 minutes instead of every hour.

In other action Monday, the commissioners decided to ask the state Legislature to call another referendum on the proposed "bullet train." In November 2000, Florida voters approved a plan requiring the Legislature to start building the train, which would run from Tampa to Miami by way of Orlando, by November 2003. But Palm Beach County Commissioner Burt Aaronson told Monday's gathering that voters were deceived about the project, which is projected to cost up to \$20 billion.

"The state cannot afford the bullet train," Aaronson said. "I think it's a boondoggle."

Attachment 2

Sun-Sentinel

NEXT STOP BOCA FOR TRI-RAIL'S NEW FUTURISTIC DEPOT COMPLEX

Date: April 8, 2004

Tri-Rail's "station of the future" will be a far cry from the no-frills train stops built when service began in 1989.

The new Boca Raton station south of Yamato Road will let passengers buy a cup of coffee or a newspaper, get a haircut or go to the bank and pick up dry cleaning on the way to work or home.

Riders will also be able to get off the train and board a bus or shuttle to neighboring office parks or colleges and make the trip in as little as 10 minutes.

It's all part of a "transit-oriented development" concept that Tri-Rail officials hope to duplicate with new stations as the commuter rail line expands north to Jupiter and possibly northwest to The Scripps Research Institute site west of Palm Beach Gardens.

Similar redevelopment proposals seek to transform state-owned land around stations like Cypress Creek in Fort Lauderdale and Sheridan Street in Hollywood with housing, shops, restaurants and offices in an effort to encourage more people to take mass transit.

The chairman of the South Florida Regional Transportation Authority, Michael Masanoff, said that means no more barren platforms with tiny canopies and few, if any, amenities for commuters when new train stations are built.

About 50 people were on hand Wednesday when local government officials, business leaders and the transportation authority broke ground for the \$14 million new Yamato station not far from the CSX tracks where the transit hub will sit.

With 76,000 students attending Florida Atlantic University, Palm Beach Community College and Lynn University just east of I-95 and 11 million square feet of office space in the vicinity, Masanoff said the station site makes sense.

"You just can't help but think about good things," Masanoff said.

The station portion of the development is expected to open by the end of the year. A second phase including 20,000 square feet of retail space and 50,000 square feet of office space is set to open some time after that. The authority is adding a second track in Palm Beach County that will enable trains to run every 20 minutes at rush hour by 2005.

Boca Raton Mayor Steve Abrams said he became sold on the benefits of Tri-Rail early in his political career when he visited a station and saw hundreds of people streaming off trains to head to work at office parks, schools and hospitals in the city.

"This is only going to make Tri-Rail reach its full potential," Abrams said.

The station will be adjacent to a new business park called Boca Village on 54 acres abutting I-95 at Congress Avenue.

The project will be pedestrian friendly, with a landscape plan that includes tree-lined walkways and bike paths. With the relocation of the train station to the property, corporate employees will have a commute from Broward, Palm Beach or Miami-Dade counties without the hassle of driving -- and a short walk to the office buildings at the site.

Charles Siemon, chairman of Boca Raton Community Hospital east of I-95, said the station will help the hospital recruit and retain employees who can use **Tri-Rail** to get to work easily. Siemon said **Tri-Rail** is popular with residents in West Palm Beach who use it to get to their jobs at Jackson Medical Center in Miami.

When the new station opens, the existing station north of Yamato Road just west of I-95 will close. The transportation authority dropped plans for a second Boca Raton **Tri-Rail** station at Congress Avenue after the city and others persuaded the rail agency to consider a site much closer to FAU and other large employers. The Congress site had been chosen because the Florida Department of Transportation owns land there for a park-and-ride lot. Michael Turnbull can be reached at mturnbell@sun-sentinel.com or 954-356-4155.

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LEGISLATIVE ANALYSIS

RFP FOR THE NON-EXCLUSIVE PERMITS TO PROVIDE GENERAL AERONAUTICAL SERVICES TO COMMERCIAL AIRCRAFT SERVICES TO COMMERCIAL AIRCRAFT OPERATORS AND AIRLINES AT MIAMI INTERNATIONAL AIRPORT ("GASP"), RFP NO. MDAD-0004

Aviation Department

I. SUMMARY

This is a contract award recommendation for the new General Aeronautical Services Permit(s) ("GASP") agreement between Miami-Dade County and the firms of American Sales & Management Organization Corp., Swissport USA, Inc., GlobeGround North America LLC, Evergreen Aviation Ground Logistics Enterprises, Inc., and Triangle Services of Florida.

II. PRESENT SITUATION

There are currently five companies operating at Miami International Airport (MIA) with General Aeronautical Services Permit(s). The permits have been in place since November 1, 1992 and they will expire on April 30, 2005.

On Tuesday, April 5, 2005 the Board of County Commissioners passed a resolution approving an extension for the GASP Permits by an 11-0 vote. The extension waived the competitive bid requirements and extended the validity of the General Aeronautical Services Permit(s) until October 31st, 2005.

- By waiving the competitive bid process the resolution allowed Evergreen Aviation Ground Logistics Enterprises (Evergreen) the opportunity to take ASIG's position for the GASP.
- During that time, Worldwide Flight Services, Inc. (Worldwide) had also expressed the possibility of pulling their name out of the tentative award winning list for the next GASP contract.
- If Worldwide were to pull out Triangle Services of Florida, Inc. would be the next ranked responsive and responsible firm considered.
 - Triangle would take Worldwide's position similar to how Evergreen took ASIG's position.

III. POLICY IMPLICATIONS

The New GASP Agreement

- The term of the new GASP agreement will be for 5 years, similar to the current agreement.

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- The major distinction in the new agreement will be the clause giving the County a Minimum Annual Guarantee (MAG) instead of an annual payment 7% of each company's gross revenue.
- However, the companies will also be required to pay the County an amount of 7% of the gross revenues if their operations exceed the projected MAG.

The 5 tentative award winning GASP Firms for the new agreement:

- Incumbent Firm(s)
 - American Sales & Management Organization Corp.-
 - Swissport USA, Inc.-
 - GlobeGround North America LLC.-
- Quasi-Incumbent Firm-
(This firm was awarded their permit during the recent 6 month extension on 4-5-05.)
 - Evergreen Aviation Ground Logistics Enterprises, Inc.-
- New Firm-
 - Triangle Services of Florida

IV. ECONOMIC IMPACT

- The amount for the GASP gross revenues for all the firms in the past five years totaled approximately \$330 million
- A total payment of \$23.1 million for the County.
- The Minimum Annual Guarantee (MAG) agreements have been individually negotiated with the various GASP firms resulting in different numbers.
- This new agreement will allow the County the opportunity to collect more of a financial gain.
- Securing payment of the MAG has also been established through a payment security of 25% of the current operating year.
- Minimum Annual Guarantee (MAG)

○ American Sales & Management Organization Corp.-	\$6.49 million
○ Swissport USA, Inc.-	\$6.03 million
○ GlobeGround North America LLC-	\$1.90 million
○ Evergreen Aviation Ground Logistics Enterprises, Inc.-	\$2.07 million
○ Triangle Services of Florida -	\$1.50 million

V. COMMENTS

LEGISLATIVE ANALYSIS

RESOLUTION APPROVING THE AIR SERVICE INCENTIVES PROGRAM (ASIP) FOR MIAMI INTERNATIONAL AIRPORT

Aviation Department

I. SUMMARY

This proposed resolution approves the Air Service Incentive Program (ASIP) for Miami International Airport (MIA). This program comes as a result of the collective efforts of the Aviation Department and aviation consulting firms. The department and the firms have studied how MIA may become a more competitive force. The program addresses opportunities for new growth and expansion for MIA's new and incumbent airlines.

II. PRESENT SITUATION

Miami International Airport (MIA)

- Ranking Among U.S. Airports
 - 1st in International Flights
 - 3rd in International Passengers
 - 12th in Total Passengers
 - 5th largest cargo airport in U.S.
 - 3rd largest cargo airport in U.S. excluding integrators
 - 1st in International Cargo
- There are more than 200 routes departing to 40 domestic destinations.
- There are approximately 75 international routes.

Opportunities for Miami International Airport (MIA)

- Although, we are doing very well in the international market we have been losing ground with domestic routes. Fort Lauderdale has been doing very well with their domestic flights by taking advantage of their nine (9) low cost carriers versus MIA's three (3) low cost carriers.
- As a result of the 911 incident, the airline industry has been forced to change dramatically. Many airports and airlines have been forced to make costly provisions to restructure to address new concerns and regulations affecting their industry.
- As a result of more stringent Federal Security Regulations, the expense of other FAA matters and the changing demographics and rate of traveling the industry has had to struggle through hard times.
- MIA has felt the burden of a drop in foreign travelers along with the erosion of profit margins for Airlines serving MIA markets.

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- MIA has recently expressed that they will counter these harsh times with reducing operating costs, improving customer service, establishing their General Aviation Airports, controlling capital improvement debt, growing non-aeronautical revenues, along with securing more low cost carriers and international routes.

Incentive Programs

- Establishing programs that offer incentives to induce business is a current trend in the Airport/Airlines Industry. In addition to Fort Lauderdale, who has had their incentive program in place since 2001, other cities such as Dallas/Fort Worth, Pittsburg, Portland (Oregon), and San Jose (Calif.) have turned to incentive programs to lure more opportunities.
- In an attempt to lure more low cost carriers, MIA has now proposed the respective resolution proposing an incentive program.
- Various opportunities may be offered to participating airlines by airport incentive programs. The details and duration of such programs are addressed on a case by case basis pursuant to the respective concerns and goals.
 - Incentive programs may include:
 1. waiving landing fees;
 2. waiving ticket counter fees;
 3. waiving gate charges;
 4. waiving marketing fees;
 5. waiving airport security charges;
 6. exchanging credits instead of cash;
 7. encouraging certain destinations or markets;
 8. encouraging certain clientele, etc.
 - Example- Last year, Portland, Oregon's airport agreed to an incentive package to provide daily flights to Japan. The agreement waives landing fees, terminal rent, and marketing fees for a total of approximately \$2.1 million. (April 15, 2004)

III. POLICY IMPLICATIONS

- The objective for MIA's Incentive Program will be:
 - stimulating domestic and international passenger air service;
 - increasing non-aeronautical revenues;
 - reducing costs per enplaned passenger;
 - offering affordable choices for potential travelers.
- The MIA Air Service Incentive Program (ASIP):
 - The Program will waive landing fees during a period of 12-months.
 - The program will be capped at \$3 million.
 - The requirements for Domestic Passenger Air Service:

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- Any air carrier would qualify for the incentive program by establishing scheduled, year-round passenger service to any U.S. or Canadian destination from MIA.
- The requirements for New International Air Service:
 - Any air carrier would qualify for the incentive program by establishing scheduled, year round, nonstop or direct passenger service to an international destination not currently served from the MIA by any carrier.

IV. ECONOMIC IMPACT

- Although, the intent is to lure more low cost carriers and ultimately more business, MIA should be very cautious of how they attract new business.
- MIA has proposed ASIP under the theory that more businesses will show up due to breaks we are providing for new routes.
 - It's true that airlines should be able to provide lower ticket prices for their customers because they will not have to pay for landing fees.
 - However, the waiver of landing fees provided to airlines may not truly trickle down to the customers.
 - MIA can encourage airlines to lower their ticket prices but, they may not mandate nor enforce restrictions on pricing flights.
 - Some airlines will simply look at this as an opportunity to increase their profit margins for a year.
 - On the other hand, some airlines may take advantage of the program and make MIA a more competitive market.
- MIA should also be weary that encouraging new flights (domestically) will not bring new travelers but simply shift passengers to other airlines.
 - MIA should be careful they are not implementing a program that assists some airlines at the expense of hurting incumbent airlines.
 - If traveling does not pick up and passengers don't drastically increase in their use of MIA, we may find many passengers simply shifting carriers to take advantage of lower rates.
 - MIA run the risk of losing money due to incumbent routes discontinuing their operation or due to the lost landing fees they would originally acquire.

V. COMMENTS

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- How do we insure that airlines do not take advantage of ASIP for a year then leave? Or use favorable conditions for them (within ASIP) against MIA as bargaining power after the 1-year has lapsed?

LEGISLATIVE ANALYSIS

RESOLUTION AUTHORIZING EXECUTION OF THE FIRST SUPPLEMENTAL AGREEMENT TO THE PROFESSIONAL SERVICES AGREEMENT (PSA) BETWEEN MIAMI-DADE COUNTY AND WASHINGTON GROUP INTERNATIONAL, F/K/A WASHINGTON INFRASTRUCTURE SERVICES, INC., IN THE AMOUNT OF \$14,961,312.63 AND EXERCISING THE CONTRACT OPTION FOR PROVISION OF ENGINEERING SERVICES DURING PHASE 2 OF THE METRORAIL/METROMOVER MID-LIFE REHABILITATION PROJECT

Miami-Dade Transit Agency

I. SUMMARY

This resolution authorizes Supplement (No. 1) to the Professional Services Agreement (PSA) with Washington Group International (WGI) for oversight, consultation, and engineering services associated with the Metrorail "Mid-Life" Rehabilitation and Metromover replacement projects.

II. PRESENT SITUATION

This PSA was approved by the BCC in September of 2003.

The original PSA was for \$2.1 million.

The BCC and CITT approved use of Surtax funds for this purpose in October of 2003.

III. POLICY CHANGE AND IMPLICATION

MDT believes that by utilizing PSAs for these types of services, the County can address their performance incrementally and utilize supplements to these agreements to further fund the project.

This amendment would fund through Phase II of the "Mid-life" project.

IV. ECONOMIC IMPACT

This Supplement increases the contract by \$14.9 million. (100% - PTP)

V. COMMENTS AND QUESTIONS

None

LEGISLATIVE ANALYSIS

RESOLUTION AUTHORIZING EXECUTION OF A PROFESSIONAL SERVICES AGREEMENT BETWEEN MIAMI-DADE COUNTY AND PARSONS, BRINCKERHOFF, QUADE AND DOUGLAS, INC. TO PROVIDE PROGRAM MANAGEMENT CONSULTING SERVICES FOR THE IMPLEMENTATION OF THE PEOPLE'S TRANSPORTATION PLAN, CONTRACT NO. TR04-PTP1, IN AN AMOUNT NOT TO EXCEED \$44 MILLION; AND AUTHORIZING EXECUTION OF CANCELLATION AND RENEWAL PROVISIONS CONTAINED THEREIN

Miami-Dade Transit Agency

I. SUMMARY

This resolution would approve awarding the Program Management Consulting Services (PMC) "Superconsultant" contract for the Peoples Transportation Plan (PTP) build-out to Parsons, Brinckerhoff, Quade, and Douglas, Inc. (PBQ&D)

II. PRESENT SITUATION

On November 5, 2002 the citizens of Miami-Dade County approved a "1/2 cent Surtax" for transportation and transit needs within Miami-Dade County.

These monies were to be allocated in accordance with a Long Range Plan known as the Peoples Transportation Plan (PTP).

In September 2003, the County Manager submitted a Transit study outlining a number of options towards establishing the organizational structure that would best enable the County to carry out the PTP.

One of these options consisted of a "Superconsultant" who would oversee all other consultants working on separate segments of the PTP. (See **Chart under Comments Section**)

III. POLICY CHANGE AND IMPLICATION

This award is consistent with the direction given to the County Manager by the Board of County Commissioners.

IV. ECONOMIC IMPACT

This PSA contains a "not to exceed" ceiling of \$44 million.

However, the term of the contract is for seven (7) years with three (3) one-year options to renew. Given delays and unforeseen circumstances inherent in projects of this magnitude, as well as time needed to acquire right-of way, it is reasonable to assume that

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all three segments (North Corridor, East/West Corridor, and the Earlington Heights/MIC Connector) may not be completed within the original seven (7) year term of this contract.

As an example, the Palmetto Extension to the Metrorail, which was 1.4 miles long, took approximately 4 years to complete.

V. COMMENTS AND QUESTIONS

The following chart represents the major PSAs entered into to date for the PTP Consulting Services.

Project	Consultant	Services	Amount
North Corridor	Parsons Transportation Group (PTG)	Preliminary Engineering Design Services	\$13 million
East/West Corridor	HNTB Corp.	Preliminary Consultant and Engineering Services	\$29.9 million
MIC/ Earlington Heights	URS Corp.	Preliminary engineering, final design services, inspection and engineering services, as well as act as construction manager	\$17.9 million
* Master Program Consultant	Parsons Brinkerhoff Quade & Douglas	Coordination of all projects	\$44 million
Total			\$104.8 million

Attachment 1 – December 2004 *Miami Herald* article on Superconsultant contract.

Attachment 2 – List of sub-consultants on this contract.

Attachment 1

SUPERCONSULTANT' PICKED FOR METRORAIL

Miami Herald, The (FL)

December 2, 2004

Author: LARRY LEBOWITZ, llebowitz@herald.com

One of the nation's largest engineering firms Wednesday emerged victorious in the fight to become Miami-Dade County's Metrorail expansion **"superconsultant"** in a deal that could be worth up to \$84 million over the next seven years.

A county selection committee Wednesday recommended a team of 15 firms headed by Parsons Brinckerhoff Quade & Douglas to help Miami-Dade Transit make the first substantive additions to the underperforming rail system since it opened two decades ago. Before they could win the package, however, Parsons Brinckerhoff executives had to assure committee members that high-profile problems they had suffered with public jobs in Boston, St. Louis and Los Angeles were isolated, complicated situations - and that no one who worked on those projects would wind up working in Miami-Dade.

COMMISSION VOTE

If the county commission agrees to the panel's choice, Parsons Brinckerhoff will provide Transit with additional staff to help engineer, design, inspect, acquire rights-of-way, mitigate environmental damage along the proposed new rail corridors and try to persuade federal bureaucrats to pony up billions of matching dollars to pay for the program. The proposed Metrorail expansion - and the consulting contract - is made possible by the passage in 2002 of a half-cent sales tax for mass transit.

"Our team can help you tremendously in safeguarding the public trust," William Anido, Parsons Brinckerhoff's leading executive in Miami, said minutes before his firm was picked.

County Manager George Burgess will now negotiate the contract terms and bring them to the county commission for consideration by late spring.

ISSUE FOR ALVAREZ

The decision comes at a time when new Mayor Carlos Alvarez says his highest priority is taking power over contract awards away from the county commission.

Surface Transportation Manager Carlos Bonzon says he worked with the Inspector General's Office to keep overt lobbying out of the process.

Bonzon tried to structure the transit contract to assure that Miami-Dade maintains complete control over the consultants and avoids a repeat of the lobbying and minority set-aside controversies that have dogged a similarly large contract with Dade Aviation Consultants at the airport.

The eventual selection of Parsons Brinckerhoff - and its team members, including DMJM/Harris, Spillis Candela, PBS&J and EAC Consulting- was virtually uncontested. Three other teams originally competed for the contract. Two teams were eliminated by county staff at the outset, for failing to comply with the extensive proposal requirements, minority hiring thresholds and background checks.

The only other serious competitor, the second team of 22 firms headed by the similarly named but unrelated Parsons Transportation Group and engineering giant URS, bowed out Nov. 14 after both firms landed other lucrative Metrorail contracts.

Parsons Transportation will be lead designer on the proposed \$1 billion North Corridor that would run up Northwest 27th Avenue from Martin Luther King station to the Broward line near Pro Player Stadium.

URS landed the same role for the already funded \$260 million Metrorail spur that will be built from Earlington Heights station to the Miami Intermodal Center under construction near the airport.

SOME CONTROVERSIES

Parsons Brinckerhoff has a solid local reputation, but has run into serious, well-documented controversies with the \$14.6 billion Big Dig project in Boston, two transit projects in Los Angeles and a rail expansion in St. Louis that led to dueling lawsuits. Anido and Parsons Brinckerhoff President William D. Smith thoroughly defended the firm's reputation, giving the selection committee a detailed explanation of their version of exactly what went wrong in all three communities.

Bonzon and Miami-Dade Transit Director Roosevelt Bradley said they were satisfied. "I have no problem recommending this firm to take us into the future," Bradley said.

Attachment 2

Superconsultant

Parsons, Brinkerhoff, Douglas, & Quade (Prime)

DMJM+Harris, Inc
Post, Buckley, Schuh & Jernigan, Inc.
Spillas Candela DMJM
EAC Consulting
A2 Group, Inc
AECOM Consult, Inc.
The Allen Group, LLC
All State Engineering & Testing Consultants, Inc.
Cardozo Engineering, Inc
Carmen Morris & Associates, inc.
HP Consultants, Inc.
Nodarse & Associates, Inc.
Phillips Consulting Group, Inc.
Triangle Associates, Inc.